

GRUMMAN

plane news

Vol. 33, No. 14, Bethpage, N. Y., July 29, 1974

Hicks, Hackett named top idea men of year

"The suggestion award system gives Grumman Aerospace a competitive edge in the aerospace industry. The more efficient and more economical ways we find to build our aircraft, the more competitive we become in a field where competition is always keen," said Joe Gavin, Grumman Aerospace Board Chairman to the top suggestion winners of 1973 at the eighth annual Project Sterling awards luncheon on July 10.

Frank Hackett and Harry Hicks shared top idea honors for 1973. They suggested a universal hydraulic tube-end cutting saw fixture which eliminates hand scribing and manual sawing of hydraulic tubes, thereby saving an estimated \$20,000 per year. For submitting the best suggestion of the year, each received a \$750 U.S. Savings Bond and a silver bowl. Hackett, a template maker in Plant 2, and Hicks, a leadman in Hydraulics, had both been working on the same prototype jobs and frequently discussed a better, less costly way to do the job—they jointly submitted the top idea in which each was initially awarded \$650 in bonds.

Hackett, a veteran of 15 approved suggestions which have earned him \$1,500 in bonds, will have no trouble spending the money since he has nine children. Hicks, with a total of \$1,975 in bonds for his seven previous approved suggestions, plans on adding his new earnings to the other idea money.

Of the 2,593 suggestions submitted to the Motivational Program office from August 1972 to July 1973, 74 percent were approved. A total face value of \$86,975 was awarded in bonds, along with 2,400 three-dollar certificates awarded to 1,419 persons who generated minor savings for the company. Compared to last year's records, there were 487 more suggestions submitted, a 14 percent higher approval rate, an increase in cost savings by \$5 million, and an increase of \$36,925 (face value) was awarded in bonds this year.

The runner-up suggestion winners for 1973 who received \$500 U.S. Savings Bonds and a silver bowl:

Edgar B. Stricklin of Millwright, Plant 56, in Glen Arm, Md. suggested a solid steel collar to re-inforce 5-axis skinmill quill, hydraulic-locking device. This eliminated frequent spindle re-adjustment, saving \$4,800 per year;

Wainwright Carlough, assistant foreman in Fiberglass, Plant 27, suggested deleting fiberglass details travelers by preprinting required information on work order forms saving \$12,480 per year.

James Holmes, a veteran award winner with seven approved suggestions and \$1,300 in bonds, is a leadman in Industrial Controls Maintenance, Plant 5. His idea was to reinforce C10 shaker degaussing coils to eliminate frequent coil removals and test interruptions.

Raymond Droll who is an induction brazer in Hydraulic sub-assembly, Plant 2, suggested establishing acceptance provisions for over-inserted brazed tube assemblies without MRR action, saving \$5,200 per year.

Vincent D'Angelo, an inspector in Quality Control, and Joseph Falco, foreman in Wing Assembly, Plant 3, both received \$250 in U.S. Bonds, for their suggestion of adding sealant under the F-14 wing sweep rub plate to eliminate frequent re-riveting and retesting of assembly due to leaks, saving the company \$14,960 a year.

The following persons received \$100 in U.S. Savings Bonds: William R. Mytko, assembler, F-14 Final Assembly, Plant 1; Herman R. Clark, inspec-



Sharing honors for the best suggestion idea of the year, Harry Hicks (C) and Frank Hackett (R) received \$750 each in U.S. Savings Bonds and a silver bowl from GAC Chairman of the Board, Joe Gavin. (Photo by Marie Trimborn)

tor (now planner), Quality Control, Plant 35; Herman C. Kovler, template maker, Templates, Plant 2; Frederick Berezuk, designer, Structural Design, Plant 25; Vincent J. Lambert, leadman

(now foreman), F-14 Major Sub-Assembly, Plant 1.

In addition, Larry Brown Sr. who is a technician in Flight Development (Continued on page 2)

Three appointed to Calverton positions

Three men were recently appointed to Calverton posts by Grumman Aerospace President George Skurla; Frank Messina as manager of Plant 6, Jim Peters as manager of Plant 7, and Bob Smyth, director of Flight Acceptance. All report to Dick Barton, general manager of Calverton Operations.

Bob Smyth

As a youngster, Bob Smyth never had any ambitions to become an aviator. But, during World War II, he was faced with the option of fighting in combat on the ground or in the sky. He chose the cockpit over the foxhole and has been there ever since. Now, with close to 30 years as a pilot, Bob is back on the ground as the new director of Flight Acceptance.

After 10 years in the U. S. Navy where he flew the Grumman Hellcat and Bearcat, he joined the company in 1955 as a test pilot. Though he has flown many Grumman planes both development and production — Bob claims that "nothing can match the exultation you feel flying the maiden

flight." And he has felt that experience several times flying the A-6A, F-14, and Gulfstream II on their first flights.

In addition to his more than 18 years as a Grumman test pilot, the new Flight Acceptance director was also a consultant pilot on the Lunar Module program. In 1967 he became chief test pilot and one year later deputy director of Flight Acceptance.

In his new position, Bob is now facing a challenge quite different from flight testing. Over 450 people work in the department, including pilots, weapons systems officers, crash crews, flight engineers, instrumentation engineers, and tower personnel encompassing both Bethpage and Calverton facilities. Aside from present commitments, Bob is busy preparing for the future, when his department will be training Iranian pilots, and when the F-14 production schedule is stepped up.

Though the noise, excitement, speed, and power attributed to today's air-

craft still intrigue Bob, he and his wife Sally and two sons, Robert and Andrew, on weekends head for the L.I. Sound for peace, quiet, and fresh air on their 35-foot sailboat.

Other recent appointments in the Flight Acceptance Department were Chuck Sewell as deputy director-Operations, and Dick Mazourek, deputy director-Technology.

Jim Peters

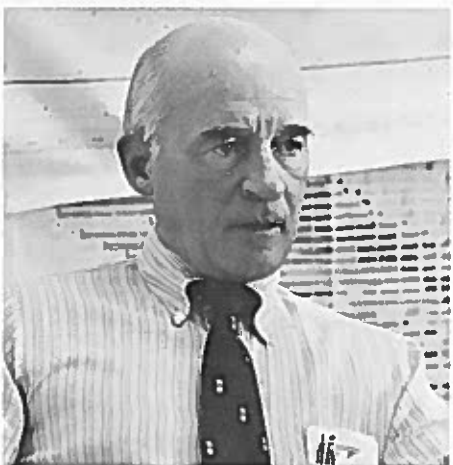
Jim Peters, the newly appointed Plant 7 manager, is seldom in his office—that's because he is a firm believer in being where the action is, so for most of the day he is found in the hangars at Plant 7 where the final system installation and flight acceptance are taking place. Jim's view of Plant 7's future is optimistic with stabilization of Calverton's ability to meet schedules and with increased F-14 production and delivery. And he feels the best way to meet those long range goals and the present schedules is to keep in close touch with the people (Continued on page 2)



Bob Smyth



Jim Peters



Frank Messina

Three named to Calverton positions

(Continued from page 1)

who work toward achieving those goals—something he cannot do from behind a desk.

Jim is well acquainted with the importance of producing the quality aircraft. For 15 of his 21 years as a Grummanite, he was a test pilot at the Calverton facility, flying such planes as S-2F, F-9, F-11, EA-6, and A-6A. As project pilot for the OV-1 Mohawk, he accompanied Army pilots he trained to Vietnam. The former Marine pilot, who flew combat in World War II, and Korea, got a close look at the Vietnam conflict, too. In 1969, Jim left flying to work on several aircraft program management teams, including the A-6E and the Mohawk programs. His most recent assignment was on George Skurla's staff at Calverton during what has come to be known as the "Big Push of '73."

Spare time is a luxury for Jim but he foresees more of it in the future as Plant 7's ability to meet schedules is stabilized. While he still holds a commercial, instrument, and land and sea pilot's license, in his free time Jim takes to the sea, usually as crew aboard one of his friends' sailboats. He, his wife Mai and their two children, Leslie, 12, and Dave, 9, make their home in Setauket.

At the same time of Peters' appointment to his new position, Frank Spinos was named deputy manager of Plant 7.

Frank Messina

Manufacturing is Frank Messina's forte. From his first job out of high school as a junior mechanic's helper to his new position as Plant 6 manager, he has accumulated 35 years' experience in Grumman manufacturing.

In the early days of his career, Frank worked on the assembly line in Plant 1, and helped build truck bodies after the war (the birth of Grumman Allied). He later entered planning, and during the '50s, was involved in the

planning and production control of Plants 2 and 3. During the next decade his managerial skills grew as he headed Lunar Module manufacturing operations, and later worked on the manufacturing portion of the Space Shuttle proposal. His most recent assignment was on Tom Merritt's staff at Calverton during the "Big Push of '73."

According to Frank, the best way to manage a manufacturing operation is "from the floor." The most innovative thoughts and ideas come from people he says, and it is necessary for a manager to make himself available

for this flow of information. He's a great believer in delegating responsibility and authority, too.

"The Grumman legacy is for longer-term people to bring along the younger people, and by passing on these skills, perpetuate the company, and assume all of our futures," says Frank. "And I feel that type of team, found in many places at Grumman, is a winner."

At the same time Messina was named plant manager, Frank Leone was appointed deputy manager of Plant 6.

Tomcat update program completed at Pt. Mugu

On June 27, F-14 No. 61 was delivered to the Navy from Pt. Mugu, California, thus completing the F-14 UP 1 program. The program was designed to update 28 F-14s destined for the Pacific Fleet and whose production schedule at Calverton outpaced engineering and design modifications stipulated by the Navy. Pt. Mugu, originally just a test flight center, has become an invaluable retrofit center for the F-14, serving both the Atlantic and Pacific fleets.

The Naval Air Systems Command and squadrons VF-124, VF-1, and VF-2 at NAS Miramar were pleased with the Grumman performance, according to Pt. Mugu's UP Program Manager Bill Musik. Twenty-eight planes were delivered an average of two days ahead of schedule—a great assist to VF-1 and VF-2 in completing their requirements on time for their first carrier deployment aboard the USS Enterprise.

The program ran about half-a-year from January to June 1974. The arrival of F-14 No. 69 from VF-32, NAS Oceana, on June 14 marked the be-

ginning of UP II which is scheduled to update 68 aircraft with ACD's numbering 22 by August 1975.

These aircraft are to be delivered to VF-14 and VF-32 at NAS Oceana, Virginia, for an orderly, on time, introduction to the Atlantic Fleet.

More top ideas

(Continued from page 1)

Operations in Plant 7 was presented with the Annual Flight Safety Award. He suggested a longer cable between ribbon and safety pin and the use of a rubber bungee to prevent damage to the ground safety lock pin and sear on the F-14 ejection seat. A bent safety pin could have prevented seat ejection and a broken sear could have caused an inadvertent firing of the seat. For his flight safety idea he received an Accutron wrist watch.

Making a suggestion to improve the efficiency of your job whether it be measured in time or money is beneficial for you and the company. As GAC President George Skurla said to the top idea men of 1973 at the presentation: "Every little idea counts . . . and many times it is those 'simple' suggestions that end up saving the largest amount of time and money."

Gavin closed the annual luncheon by telling the 11 suggestion winners: "Spread the word!!"

Vacation time

It's vacation time, so we're skipping an issue for a little vacation time, too. The next issue of Plane News will be in the ESO offices on Friday, August 30. And since many of the people who are marking their 25th year with Grumman are also taking a vacation, both the July and August Service Milestones will be printed in the August 30th issue. Our next ad supplement will be published and distributed through ESO the second week of August.

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Everybody wins in Govt. Technology Utilization

A good idea that nobody but its inventor knows about isn't such a good idea . . . and that's the idea behind the Government Technology Utilization Program.

The government program is designed to insure that technological improvements that result from Government contracts do not go to waste. It requires the reporting of all new techniques and procedures, patentable and non-patentable, originated in connection with the performance of a (non-defense) Government contract. "New technology reporting is particularly important," says Art Haapanieni, New Technology Monitor, "now that the Space Shuttle wing contract is getting under way."

Under the program everybody gains: the company because it is fulfilling a necessary part of its contract, the in-

dividual because he or she is getting recognition and perhaps a reward for originality, and NASA and the public because a useful idea has reached the greatest possible audience.

Technical help

The Government Technology Utilization Program under National Aeronautics and Space Administration sponsorship is being coordinated by the University of Connecticut and the New England Research Application Center.

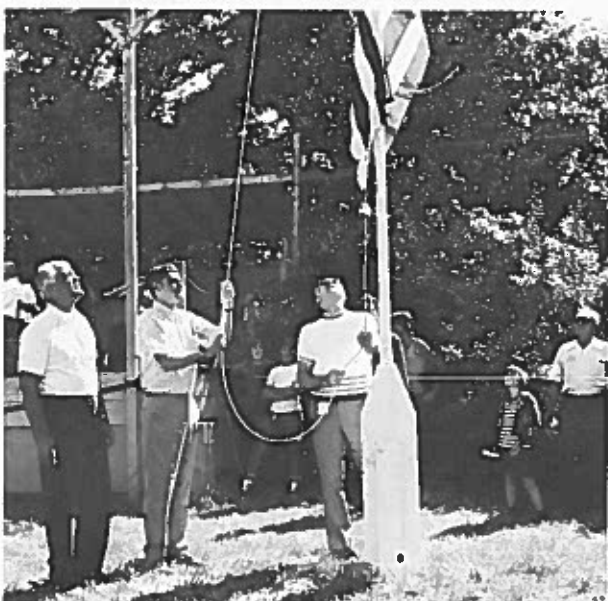
Six technical contacts are available at Grumman for anyone seeking information on a technical problem. When the Grumman contact has been notified of a technical problem he will phone the University of Connecticut and the University will arrange a technical search of the literature and

of computer memories. The Grumman contacts and their telephone extensions are: Murray Ginsberg, Product Engineering (1649); Fred Berger, Product Engineering (1649); Jerry Cronin, Product Support (1645); John Helgesen, Research (2209); Joe Schnipper, Quality Control (2846); Joe Mainhardt, Materials and Processes (3780).

At the other end of the pipeline is the New Technology Monitoring Group. The Monitoring Group is responsible for gathering the information developed at Grumman that will help provide a solution to some technical problem that may prove invaluable to a colleague at a later date. The New Technology Monitors are located on the mezzanine of Plant 5. Call Art Haapanieni (1960) the next time you have a good idea.

PERFECT WEATHER, FRIENDS AND FUN SPELL A PERFECT FAMILY PICNIC 1974





The annual Grumman family picnic followed the Grumman tradition—"no room for second best." On Saturday, July 20, over 32,000 Grummanites and their families journeyed to the Calverton picnic grounds to enjoy what many are saying was "the best Grumman picnic ever."

You couldn't have wanted a better day for the annual outing—it included a deep blue sky unmarred by a single cloud, low humidity, with temperatures about 85 degrees in the sun, and in the 70's in the shade provided by pines and elms.

As early as 8 a.m. Grumman family cars came streaming into the picnic grounds (windows wide open to catch the "goodies" handed out by ESO). Many came well prepared for the day-long event with folding chairs, frisbees, hibachis, portable stereos, baseball mitts and plan pens.

The aroma of the food being prepared at many refreshment stands mixed beautifully with that of barbecues as many families fixed their favorite outdoor menu. Gus D'Errico of ESO says that during the course of the day, over 45,000 hot dogs, and 46,000 ice cream dixies cups were consumed by the Grumman crowd, and 22,000 containers of milk, 12,000 cups of soda, and 200 half-kegs of beer were emptied.

The picnic officially opened at 10 a.m. with Joe Gavin, GAC Chairman of the Board, and George Skurla GAC President raising the flag to the national anthem played by the Grumman band.

Immediately following the ceremony, the handicap races began. Joe Gavin, assisted the GAA in starting several of the races, cautioning the young runners that there would be no false starts (but several kids took a flying leap forward before Gavin

could say, "Ready, set, go.") Over 20 races were run in all. The highlight of the competition was the traditional egg-throwing contest. (One woman complained with the price of eggs she wasn't about to throw hers away).

In the late morning, basketball fans and hockey enthusiasts—both young and old—got a chance to see how the pros do it when N. Y. Nets Ollie Taylor and N. Y. Islanders right wingman, Bobby Nystrom, exhibited their talents. Taylor demonstrated his court skills to the crowd and then staged contests in which lucky winners walked away with Net shirts, tickets and other souvenirs. After Nystrom showed the hockey fans his prowess, several lucky ones were given the opportunity to try the "ole-hat trick," and win themselves a hockey stick, puck or shirt.

In the far northeast corner of the grounds, a first



daughter performed acrobatics in time with the oohing and aahing of kids in the audience. Then juggler Jay Green exhibited his skill while riding on a unicycle and mysteriously managed to suspend several plates in the air. But the highlight of the entire show was Roger DuBois and his breathtaking acrobatic show 110 feet above the ground. (Several kids in the audience had their hands over their eyes for the finale.)

Immediately following the show, the crowd moved over to the boxing ring to see the little people flail it out in small fry bouts where everyone is a winner. Walking across the grounds, shrieks of laughter and thrills from the younger set spinning about on the various rides filled the air. The new attraction this year—Tilt-a-Wheel—was a big hit for amusement seekers. As one teenager said, "I've been on this ride seven times and I'm aiming for 20 before the end of the day!"

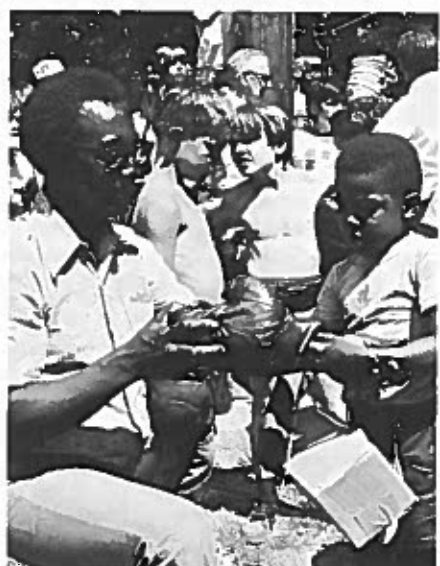
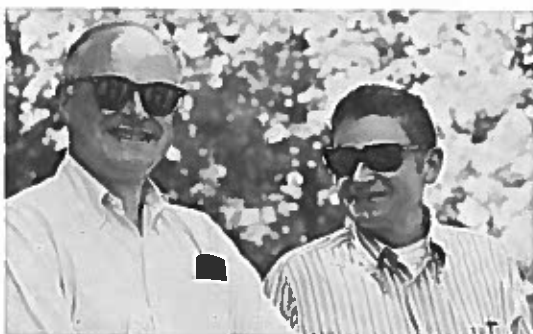
Throughout the day, Matty Daniels led the Grumman band through a series of modern pop and old time favorites. And for the younger set, the Grumman rock band played funky rock until couples had to sit down for a breather.

If all those activities weren't enough to keep even the strongest of spirits busy, there were plenty of open fields available for a makeshift game of volleyball, kite flying, and sunbathing.

"Contributing to the success of the picnic," said D'Errico "were the many people — transportation, employee services, maintenance, timekeeping — that made this day enjoyable for so many."

By the end of the day, when the flag was lowered and Grumman families made their way to their cars, there was no doubt in many people's mind that "The Grumman family picnic '74 was the best yet."





Photos by John Boles and Dick Sander



THE END OF A
PERFECT DAY...

Annual golf tournament slated to 'tee off' Sept. 19

If you're a golf buff and love the challenge of a championship course, you'd better mark down Thursday, September 19, on your calendar. That's the day of the annual GAA golf tournament. Once again this year, the entire day of golf is slated for The Hampton Country Club near Riverhead—a tough course say many who braved it last year.

The cost is \$14.50 a person which includes greens fee, buffet dinner with beer, trophies, and kickers prizes. Individual trophies include those for low gross, low net, longest drive, and closest-to-pin. The awards will also include those for seniors, men over 50 years of age, and for women. Competition for low-net trophies will be based on the Callaway system. Your Callaway handicap will also be used for

kickers prizes. To be eligible for the kicker awards, a golfer, after subtracting his handicap from his gross score, must show a net score between 70 and 80. The order of kickers prizes will be drawn following the competition.

Mike Cherry, who is directing the tourney again this year, reminds all golfers that when signing up they should try and do so in foursomes. Golf carts for two are available—on a first-call basis—by reservation only for \$12. The clubhouse dining room will also be open for golfers who care to eat before the shot-gun start at 10:00 a.m.

There are a limited number of slots available so Mike suggests you sign up now and save a vacation day for a day of championship golf (or you could say golf on a championship course). Call Mike on Ext. 2133 or 2269.

Life experience can count towards a college degree

Plenty of people have graduated from the school of hard knocks, and they've got the bruises to prove it. But it's now possible, says Charlie Fuschillo, manager of Personnel Development, to cash in some of that experience toward a college degree . . . and save time and money while you're

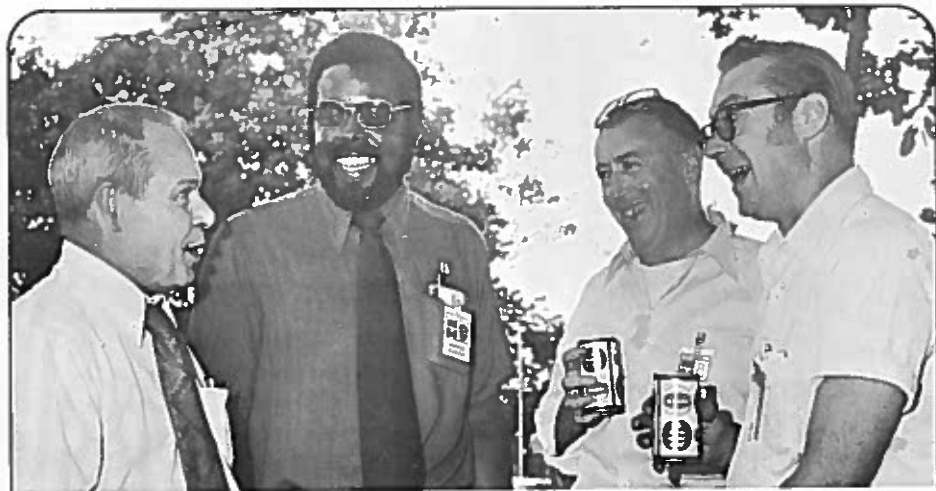
doing it. According to Fuschillo, there are some colleges with special programs that give credit for "life experience" — employment, military, travel, outside reading, volunteer work, etc.—and sometimes the older you are the better it is since you've had more time to log mileage on the road of life. There's one qualification, however: You must take an exam to get credit for your experience.

But don't let exams turn you off—Fuschillo points to a retired 68-year-old Post Office employee from Long Island who received his B.A. in Liberal Arts from Syracuse University who completed most of his work toward a degree at home, and travelled to Syracuse only twice a year for seminars and exams. And there are over 100 other students enrolled in the same program at Syracuse.

There are several other colleges that offer what is generally known as "independent study" or "external degree" programs, and the degree granted has the same "status" as any other degree conferred by the college, Fuschillo says.

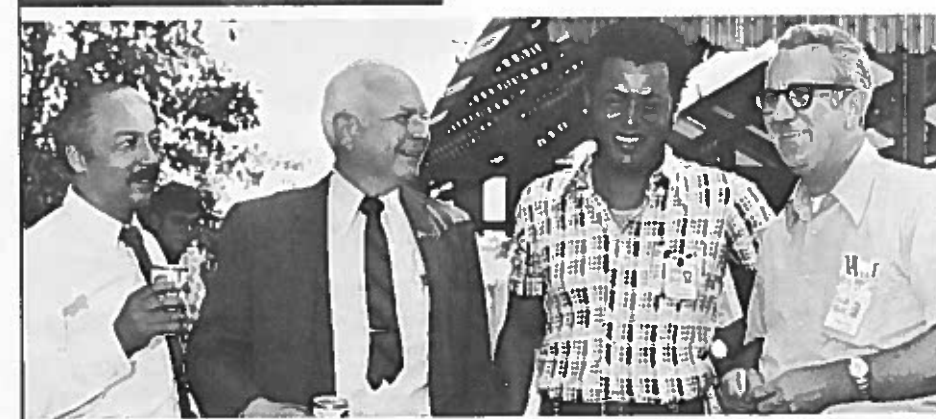
It is possible, depending on your present job and the degree program, that some of your courses will be eligible for reimbursement via the Grumman Tuition Refund Plan. For further assistance, contact Tom Reid, Ext. 9451, or Helen Holzapfel, Ext. 3385, Training and Development, Plant 39, Department 327.

If you'd like some career counseling before enrolling in a school program, make an appointment soon to see Sue Dalva or Jack Mertz of the Personnel Development Department by calling Ext. 1525.



Good times

A couple of weeks ago, Jean Esquerre and Bill Voorhest, co-directors of the Opportunity Development Department, welcomed a couple of hundred guests—including plant coordinators and Grumman Vice Chairman of the Board, Bill Zarkowsky—to a get together at McKay Field. And like most situations in which people can meet on common ground, it turned out to be a relaxing, enjoyable couple of hours. Perhaps it was the beer, hamburgers, and other assorted offerings. More likely it was the people—they were having fun together.



GRUMMAN, July 29, 1974

OBITUARIES

JOSEPH R. GENOVA of Product Release and Analysis, Plant 2, died July 5 at the age of 59. He had been with Grumman Aerospace since 1947 and lived at 119 Koehl St., Massapequa Park.

EDMUND REMONDINO of Assembly Tool and Hand Equipment, Plant 2, died July 6 at the age of 51. He had been with the company since 1951 and lived at 12 Second Ave., Massapequa Park.

STANLEY A. GETHIN of Operations Analysis and Planning Research, Plant 5, died July 7 at the age of 48. He had been with the company since 1967 and lived at 58 Cross Bow Lane, Commack.

THOMAS M. HERLIHY of Ordnance, Plant 6, died July 9 at the age of 52. He had been with Grumman Aerospace since 1951 and lived at 32 Jay Road, Centereach.

ARNOLD NYLUND of Maintenance, Plant 1, died July 11 at the age of 63. He had been with Grumman Aerospace over 27 years and lived at 62 Farmers Ave., Bethpage.

CARL TROISE of Corporate Audit and Procedures, Plant 30, died July 15 at the age of 61. He had been with the company since 1960 and lived at 9 Meredith Drive, Greenlawn.

PHILIP J. BARTON of Small Parts Fabrication, Plant 3, died July 17 at the age of 54. He had been with the company since 1951 and lived at 2332 Adolfo Place, Westbury.

Training Systems device has suitcase, will travel

You've heard of portable typewriters, dishwashers and televisions—now Grumman Aerospace's Training Systems Department has demonstrated that it can make a portable flight systems trainer as well. SCEPTR, short for Suitcase Emergency Procedures Trainer, is just that: a 55-pound suitcase version of the big million-dollar flight trainers that can be carried almost anywhere—aboard a commercial airliner, on a carrier thousands of miles from base, or in the back seat of a car.

With the help of SCEPTR, pilots stationed in the "boonies" or aboard a carrier will now have a means of keeping themselves in constant readiness for most emergencies likely to occur during flight. And SCEPTR can be adapted to serve almost any jet plane, whether manufactured by Grumman or by another firm.

Since most trainers are about as portable as the airplanes they simulate, pilots at remote locations were unable to refresh their emergency procedures training outside of the actual airplane.

"An aircraft is the world's worst

classroom for practicing emergency procedures," says Training Systems' Marketing manager, Sam Greenberg, who, with Elliot Blond, program manager, and Roger Schaefer, cognizant engineer, developed SCEPTR for

Grumman. "We needed a way of keeping a pilot from getting rusty once he left his readiness squadron and was thousands of miles from the nearest conventional trainer," adds Blond.

The result—SCEPTR—has already

aroused the Navy's interest and Grumman will begin delivery this August as part of a two-month evaluation period of five SCEPTR prototypes for the A-6E. Two of the trainers will go to NAS Whidbey Island, Washington, (one of these for the carrier Midway), two to NAS Oceana, Virginia, and one to the Marine Corps at Cherry Point, North Carolina.

The instrument panel of SCEPTR is designed to represent any of a number of emergency situations. The pilot can either set the trainer for "Train" and follow the procedure by means of a series of green lights or set the trainer for "Quiz" and run through the procedure on his own with SCEPTR criticizing and keeping score.

Depending on continued military interest, SCEPTR could eventually find use in a wide variety of airplanes including the A-7, F-14, F-4 and E-2 as well as for commercial craft.

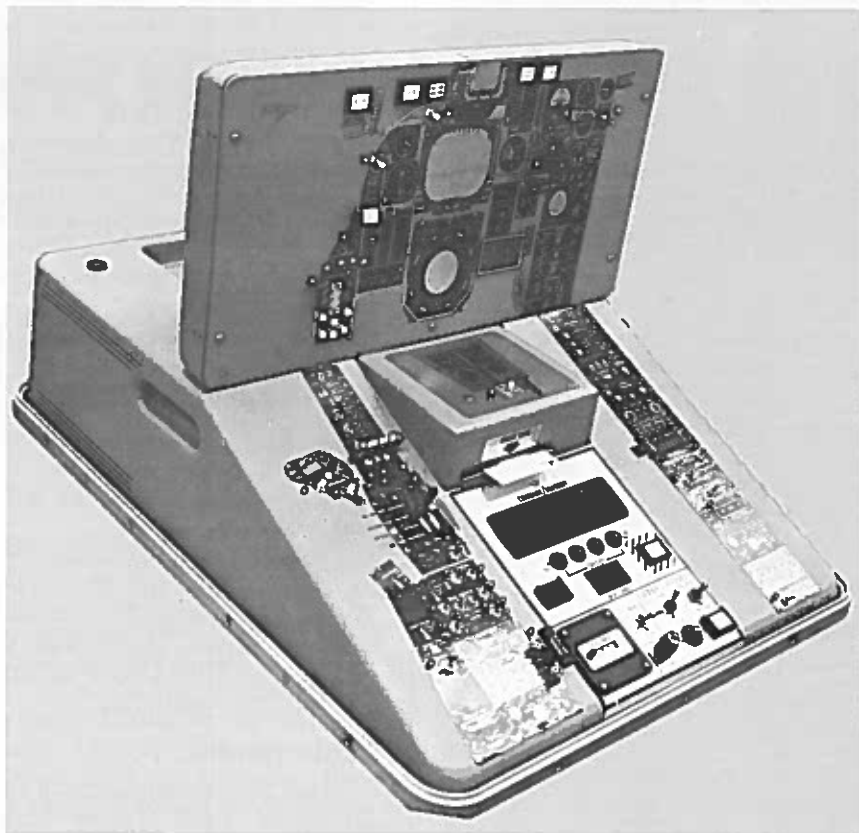
"The beauty of SCEPTR is that you can change the cosmetics of the trainer and adapt it to almost any plane," says Blond. "The basics are the same."

Safety hints for canoeists

What's the first thing you do when you buy a canoe? "Don't just go out and plunk it into the water," advises one boating expert. "A few other things should come first: Be sure you know the basics of canoeing safety; understand your boat's warranty; and take a minute to complete and return the registration form required by the Federal Boat Safety Act."

Minor these may seem, but in reality they're pretty important. We've taken these tips from the Grumman Canoe Owner's Manual, which covers all of them . . . safety first.

It describes and illustrates safe canoeing practices for seating passengers and loading the canoe, along with what to do if you capsize or are caught in bad weather. And for novice canoeists or those whose skills need refreshing, some basic canoeing and sailing instruction manuals are suggested.



SCEPTR's half-scale instrument panel (the one above is for the A-6E) can simulate a wide range of emergency situations. Once the pilot has inserted a special plastic punch card, the instrument panel will register the "symptoms" of a particular emergency which the pilot must then diagnose and react to.

In the "Train" mode, SCEPTR will lead the pilot step by step through the proper emergency procedure by means of a "road map" provided by a sequential display of green lights at the appropriate switches and buttons.

The pilot can later test himself as he would have to react aboard an actual aircraft without benefit of the individual guiding lights. The difference is that SCEPTR will flash a red error indicator at each mistake; aboard an aircraft the first indication of that same error may be the start of a serious accident. The pilot is given an opportunity to correct each mistake before going on to the next step and will find his total number of errors tabulated by SCEPTR at the end of each procedure.

SCEPTR makes up for its lack of flight controls by providing a number of flying options such as "Land ASAP" which the pilot can choose from a lighted display by pushing the button under that display.

Auto jacks: help & hazard

Doing your own automotive work can save you time and money, but it also can bring you a lot of misery if you don't adopt a professional attitude toward repairs, says the National Safety Council. Many do-it-yourself repairmen, according to NSC traffic department manager Don Lhotka, make a critical mistake in using a bumper jack to support their vehicles while they do wheel or undercarriage work.

"A bumper jack," Lhotka said, "is made for only one purpose—changing a tire. It's not suitable for extended wheel work or any work that puts the mechanic under the car."

According to Lhotka, a hefty tug on a vehicle component could easily pull a car off a jack, and children or pets playing near the work area could stumble into the car or trip the lock holding the jack in the "up" position, causing the vehicle to drop to the pavement.

"The light-duty lock mechanisms on jacks have also been known to fail," he added.

Lhotka said jack stands should be used for any under-car work or any repair for which the car has to be suspended above the pavement for longer than it would take to change a tire. The bumper jack, he said, should be used only to lift the car high enough to place the jack stands.

"Jack stands are convenient to use, inexpensive and they can be purchased at any automotive supply

store," he said.

If you use a bumper jack to change a tire, Lhotka offers the following advice:

1. Make sure the jack platform is on a smooth, level surface and the shaft of the jack is perpendicular to the ground. Position the bumper hook properly according to your car-owner's manual, and make sure the lock is in the full-up position before attempting to raise the car.

2. Press down on the service brake and then set the emergency brake. This will lock all four wheels. Then shift into "park" on automatic transmission vehicles or "reverse" on manual trans-

missions.

3. Keep children and pets away from the work area.

4. If you're changing a tire, loosen the lug nuts before jacking the wheel off the ground. This will make it easier to unfasten the nuts. In addition, a sharp pull on a lug wrench while the car is on the jack could cause the vehicle to fall. When replacing the tire, semi-tighten the lugs while the wheel is raised. Finish the job when the wheel is on the ground.

5. Jack slowly to avoid shaking the car.

6. Check to be sure nothing is under the car before lowering to ground.

plane GRUMMAN news

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Manager, Internal Communications

Brian Masterson

Associate Editor

Michael M. Smith

Editorial Assistant

Kathy Housley

Telephone

Plane News: 3293

Plane News from outside line:

LR 5-3293

F-14 training starts for Iran



Four members of the Imperial Iran Air Force (IIAF) concluded their 48-day orientation of the F-14 program with three days of flight familiarization with Grumman as their host at the Pt. Mugu facility. Prior to their arrival at Pt. Mugu, the air crews completed the F-14 ground school training with VF-124 at NAS Miramar.

During their three-day orientation with Grumman air crews, the two Iranian pilots and two weapon systems officers racked up nine hours of flight time between them.

After his first flight in the front seat of the Tomcat, (above), Capt. Mohammad Farahavar chats with (l-r) Joe Smith, director of Pt. Mugu Operations, and Grumman pilots Hal Farley and Bill Sherman.

Upon completion of his familiarization flight, (below) IIAF NFO crew man, Capt. Mehdi Farjadi (c), discusses his experiences with GAC pilot Charlie Stender, and IIAF 1st Lt. Ali Salimi.



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Clinic

Attention all keglers! Is your game a little rusty due to the long summer layoff? You can iron out the kinks before the bowling season gets underway in September by attending a bowling clinic being sponsored by the GAA. The clinic — under the direction of Frank Varipapa — is being offered from 5:15 to 7 p.m. on Wednesday and Thursday, August 6-7 and 13-14, at the Sheridan Bowling Academy, East Jericho Turnpike, Mineola. For information, contact Herb Mahoney, GAA, Ext. 2133.

Pinehurst No. 3

Bella Cherry is busy building herself a dynasty in the Mixed Pinehurst competition. Teaming up with Vice President Ralph "Doc" Tripp, Bella captured her second title this year. On the front nine of the blue, the winning team shot 42.

The last Mixed Pinehurst slated for this season will be held on Wednesday, August 21. The cost is \$5 per person. If you wish to play contact Mike Cherry on Ext. 2133 before August 16.

Table tennis . . .

Frank Malone, president of the Grumman Table Tennis Club, and club members will conduct a table tennis clinic for all employees who wish to learn the sport or to improve their game. The clinic will take place on Thursdays beginning August 8 from 7 to 9 p.m. in the Plant 24 Central Receiving building. For more information call GAA on Ext. 2133, 2269.

Cub scout builds future outlook

Spectators at the annual scouting exposition held at Gaithersburg, Maryland, got a peek at the future recently and it wasn't provided by any of the big companies around the area but by an eight-year-old Cub scout. Joey Kuentz entered a unique model car in the Pinewood Derby held annually by the Cub Scouts near his home in Silver Spring, Maryland. Although it didn't win any races, it was awarded first prize in the pack for the most original design. Later it was displayed at Expo '74 at Gaithersburg where it again drew many favorable comments. Built from a block of pine issued in kit form, the model car comes with wheels, axles, and axle pins.



How come that particular design, one similar to the Tracked Levitated Research Vehicle designed, built and being tested by Grumman Aerospace for the Department of Transportation at its proving grounds in Colorado? Joey's mom Edith is secretary to E. J. Ward, Acting Associate Administrator for Research, Development and Demonstrations for the Department of Transportation.



Behind the plate. Newscaster Jim Jensen (L) happily receives a donation from Grumman Aerospace Vice President Tom Rozzi for the United Way. In the benefit softball game played at the family picnic, the CBS All-Stars beat Grumman, 13-3.

GRUMMAN, July 29, 1974